

THE PRESIDENT HAS POWER TO ABROGATE CONTRACTS FOR FUEL

The Government Can Change Agreements Affecting Property.

THROUGH POLICE POWER

Whenever It Is Considered Essential to the General Welfare; Numerous Decisions of the Higher Courts Confirm the Rights of the Government.

The probability that existing contracts for coal and coke may be abrogated by the government if the necessities of fuel distribution require it, having been a subject of discussion among producers, a contribution to the Philadelphia Ledger on the subject, by Theodore Barrett, an attorney of Philadelphia, is quite timely as well as informing.

There is evidently some misapprehension, says Attorney Barrett, of the effect, under existing law, of the "rules and regulations" recently made by the President upon agreements of operators, dealers and consumers in the sale of coal.

These agreements must necessarily be regarded as having been made subject to the possibility that at some time Congress might so exert its constitutional power in regulating interstate commerce as to render them unenforceable or to impair their value.

That the exercise of such a power may be hampered or restricted to any extent by contracts previously made between individuals or corporations is inconceivable. The framers of the constitution never intended such a possibility. If the legislature had no power to alter its police laws when contracts would be affected, then the most important and valuable reform might be precluded by the simple device of entering into contracts for that purpose.

No doctrine, to that effect would be even plausible, much less sound and tenable. (Kentucky Bridge Co. vs. L. & N. R. R., 34 Amer. and Eng. R. Cas. 282, and 219 U. S. 467.) It was held in Fitzgerald vs. Grand Trunk Railroad, 63, Vermont, 189, by the Supreme Court of that state that "there can be no question that, to the extent that the nature of things, be no vested right in an existing law which precludes its change or repeal, or vested right in the omission to legislate upon a particular subject which exempts a contract from the effect of subsequent legislation upon its subject matter."

It was said in Knox vs. Lee, 12 Wall. (U. S.) 457, "that in a state of civil society property of a citizen is subject to the lawful demands of the sovereign, so contracts must be understood as made in reference to the possible exercise of the rightful authority of the government, and no obligation of a contract can extend to the defeat of legitimate government authority."

In the same case the court, referring to the fifth amendment, which forbids the taking of property for public use without just compensation or due process of law, remarked that "that provision has always been understood as referring only to a direct appropriation and not to consequential injuries resulting from the exercise of lawful power. It has never been supposed to have any bearing upon or to inhibit laws that indirectly work harm or loss to individuals. A new tariff, an embargo, a draft or a war may inevitably bring upon individuals great losses; may, indeed, render valuable property almost valueless. They may destroy the worth of contracts."

The constitutional guarantee that no person shall be deprived of property without due process of law does not limit, and was not intended to limit, the subjects upon which the police power may be lawfully exerted; for these have never been construed as being incompatible with the principle, equally vital because so essential to the general welfare, that all property in the country is held under the implied obligation that the owner's use of it shall not be injurious to the community.

"The constitutional prohibition upon state laws impairing the obligation of contracts does not," said the court in New Orleans Gas Co. vs. Louisiana Light Company, 125 U. S. 672, "restrict the power of the state to protect and promote the public good as it may be involved in the execution of contracts, rights and privileges arising from contracts with a state are subject to regulation for the promotion of the general welfare in the same sense and to the same extent as are all contracts and all property, whether owned by natural persons or corporations."

The essential quality of the police power as a governmental function is that it imposes upon persons and property burdens designed to promote the welfare of the public at large. It cannot be exercised as not to affect arbitrarily or unnecessarily personal or property rights, but everything necessary for the protection and best interest of the people may be done under this power.

The following deductions may be made from these principles and authorities:

The rules prescribed by the President, made in the exercise of a discretion vested in him by act of Congress to promote the general welfare, are beyond the reach and power of a mandatory order of a Federal court.

An order of a federal court in restraint of these rules, or any one of them, made by the President in the exercise of a discretion conferred by act of Congress, and of a police power inherently vested in the government to promote the public good, would be a doctrine new in the jurisprudence of the United States.

While it is true as a general proposition that the court may restrain the operation of rates fixed by the carrier, pricing one standard sleeper, two when challenged by the shipper and kitchens, nine tourist sleepers, one shown to be unreasonable, it is not in baggage and three box cars, the rule of the power of the court to revise or having been made in six days and a change such rates; much less can the half.

court revise or restrain the operation of rates fixed by an executive order when made in the exercise of a police power vested inherently in the federal government for the public good.

In no constitutional sense will be enforcement of the rules prescribed by the President be held to be the taking of private property for public use without just compensation or due process of law, and in the same sense their enforcement will impair the obligation of no contract.

No partis, individual or corporate, can contract in derogation of the right of the government to exercise at will its police powers for the public welfare.

All contracts, for whatever made, and whatever the interest and value of private property they may involve, are subject to such changes as the government may make in the exercise of a police power, consider essential to the general welfare.

REVISED COAL SELLING PRICES

For the So-Called "Outlying Districts" of the West and Southwest; Other Revisions.

Following the presentation of data relating to the costs of production, which made the selling price of \$2.00 at the mine prohibitive in the coal fields of the west and southwest, the Fuel Administration made an announcement last week, effective October 1, of a reclassification of bituminous coal in these so-called "outlying fields."

"The conditions in the fields named," says the Fuel Administration, "are anomalous, and do not affect the prices heretofore fixed by the President in the principal bituminous fields. If upon completion of the investigations now being made of operators' costs in the fields affected, it is found that these changes are not justified, further modifications will be made at once." The revised prices are as follows:

Ron Pre to
of parred screen
none sizes Ingr.
Pierce & King coun-
ties, Washington. \$2.25 \$1.80 \$3.00
Laramie, Wyo.,
Platte and Lar-
amicoe, Colo. 3.15 3.40 2.90
Appanoose, Wayne,
Boone and Wa-
ters counties, Iowa. 3.15 3.40 2.90
Tipton, Marion,
Hackett, Green-
wood and Denning,
Arkansas. 3.05 3.40 2.40
Jeffers and Haskell
counties, Okla. 3.50 4.00 2.50
Oklahoma and Tulsa
Counties. 3.10 3.90 2.00
Coal County, Okla. 3.20 4.10 2.00
Pittsburg and Lat-
mer counties, Okla.
home. 3.50 4.30 2.25
Bituminous Steam
coal, Walsenburg,
District, Colo. 3.75 3.25 2.00
Lignite, coal, North
field and East
Paso Districts, Col-
orado. 2.45 3.50 1.00
Osage county, Kan. 2.25 4.00 2.20
Big Bear District,
Alabama. 2.15 2.45 1.85
Piney Woods and
Tucker, Okla. 2.35 2.75 2.05
Person, Nickel Plate
and Coal City Dis-
tricts, Alabama. 2.35 2.65 2.05
Cahaba, Black Creek
Brookwood and Blue
Creek districts, Al-
abama. 2.35 3.10 2.45
Corona district, Al-
abama. 2.40 2.75 2.05
Montevallo district,
Alabama. 2.40 4.00 2.15
State of Wyoming. 2.50 3.50 1.25
Brazil block field in
diana. 2.00 3.00 1.70

At the same time it was announced that smelting coal may be sold, until further order, at the prevailing market price. Cannel coal may be sold, until further order, at the prevailing market price.

The action of the Fuel Adminstration in making revision in these fields is heartening the operators in other districts, particularly those operating in the thin seam coals, who see prospect of a revision upward in the price at which they may sell their product.

It has been made clear by Fuel Adminstration-Garfield, however, that information must be produced to show conclusively that a revised selling price is necessary to enable operators to make a profit. This data is being prepared in a number of districts, including the central and Butler districts of Pennsylvania.

OVER 700,000 MEN

Transported by Troop Train Since the War With Germany Began.

Since the movement of troops in this country, consequent upon its declaration of war with Germany began, the railroads have handled from their homes to training camps, or from their stations to embarkation ports, approximately three quarters of a million troops, 720,000, to be exact. This great bulk of this army, all of it, in fact, except the 32,549 men comprising the first 5 per cent of the National Army moved by regular trains on September 5, has required special train service involving the use of 13,500 coaches, 1,500 sleeping cars, standard and tourist, 2,000 baggage cars and 4,500 freight cars.

In order to compass this movement the railroads have been compelled to prepare special schedules covering the 4,551 towns and cities designated by the provost marshal general as points of local concentration. Twenty-five per cent of the men of the new National Army, approximately 175,000, are included in the division now being moved and the remainder, it is expected, will be entrained beginning October 17.

The longest haul yet made was of a battalion of engineers, numbering 524 rank and file, from San Francisco to an Atlantic Coast port, the train com-

pany shown to be unreasonable, it is not in baggage and three box cars, the run the power of the court to revise or having been made in six days and a change such rates; much less can the half.

LIST OF COKE OVENS IN The Connellsville District

With Their Owners, Address and Ovens in Blast Corrected to Saturday, Oct. 6, 1917.

Total Ovens	In Blast	Name of Works	Name of Operators	P. O. Address
MERCHANT OVENS				
152	182	Beatty	Mt. Pleasant Coke Co.	Greensburg
150	90	Brown Run	Brown Run Company	Mt. Pleasant
32	160	Carolyn	Peerless-Connellsville Coke Co.	Pittsburg
120	160	Clara	Clara Coke Co.	Greensburg
120	10	Edgar	Edgar Coke Co.	Uniontown
40	10	Edgar No. 1	Whitel Coke Co.	Uniontown
100	10	Edgar No. 2	Whitel Coke Co.	New York
120	110	Elm Grove	W. J. Rainey	Elm Grove
100	100	Fox Hill	Peerless-Coke Co.	Connellsville
101	101	Garrison	Gilmour Coke Co.	Uniontown
120	145	Grace	W. J. Rainey	New York
8	145	Helen	Saint Louis Coke Co.	Youngstown
42	145	Humphrey	Shannon Coal & Coke Co.	Uniontown
58	140	Jimmy	Johnson Fuel Co.	Uniontown
84	140	Johnson	McKinney Coal & Coke Co.	Dunbar
370	170	Johnston	W. J. Rainey	New York
340	180	Mt. Bradford	Mt. Pleasant	Connellsville
32	180	Miller	Brown & Cochran	Pittsburg
40	180	Nellie	Brown & Cochran	Dawson
150	180	Painter	Brown & Cochran	New York
550	180	Revere	W. J. Rainey	New York
80	180	Shirey	South Fayette Coal & Coke Co.	Uniontown
67	180	Vietnam	Mt. Pleasant Coke Co.	Greensburg
340	180	West Penn	Mt. Pleasant Coke Co.	Pittsburg

FURNACE OVENS

380	280	Adelaide	H. C. Frick Coke Co.	Pittsburg
300	280	Alverton	H. C. Frick Coke Co.	Pittsburg
300	280	Barkley	H. C. Frick Coke Co.	Pittsburg
300	280	Bethel	H. C. Frick Coke Co.	Pittsburg
300	280	Bethel	H. C. Frick Coke Co.	Pittsburg
300	280	Buckeye	H. C. Frick Coke Co.	Pittsburg
300	280	Calmist	H. C. Frick Coke Co.	Pittsburg
300	280	Campbell	H. C. Frick Coke Co.	Pittsburg
70	60	Coalbrook	H. C. Frick Coke Co.	Pittsburg
200	200	Collier	H. C. Frick Coke Co.	Pittsburg
300	280	Continental	H. C. Frick Coke Co.	Pittsburg
300	280	Continental	H. C. Frick Coke Co.	Pittsburg
300	280	Continental	H. C. Frick Coke Co.	Pittsburg
300	280	Dorothy	H. C. Frick Coke Co.	Pittsburg
300	280	Media No. 2	H. C. Frick Coke Co.	Pittsburg
300	280	Media No. 3	H. C. Frick Coke Co.	Pittsburg
280	280	Hostetter	Hostetter-Connellsville Coke Co.	Pittsburg
240	240	Kyle	H. C. Frick Coke Co.	Pittsburg
300	280	Liesingend	H. C. Frick Coke Co.	Pittsburg
300	280	Longfellow	H. C. Frick Coke Co.	Pittsburg
300	280	Lydia	H. C. Frick Coke Co.	Pittsburg
300	280	Lyon	H. C. Frick Coke Co.	Pittsburg
300	280	Macmillan	H. C. Frick Coke Co.	Pittsburg
180	180	Marmora	H. C. Frick Coke Co.	Pittsburg
180	180	Marshall	H. C. Frick Coke Co.	Pittsburg
280	280	Oliphant	H. C. Frick Coke Co.	Pittsburg
300	280	Oliver No. 1	Oliver & Gardner Steel Co.	Pittsburg
300	280	Oliver No. 3	Oliver & Gardner Steel Co.	Pittsburg
400	400	Phillips	H. C. Frick Coke Co.	Pittsburg
300	280	Porter	H. C. Frick Coke Co.	Pittsburg
300	280	Riet	H. C. Frick Coke Co.	Pittsburg
300	280	Shad	H. C. Frick Coke Co.	Pittsburg
120	120	Southwest	H. C. Frick Coke Co.	Pittsburg
200	180	Southwest	H. C. Frick Coke Co.	Pittsburg
110	110	Standard	H. C. Frick Coke Co.	Pittsburg
110	110	Stewart	Stewart Iron Co.	Uniontown
400	400	Trotter	H. C. Frick Coke Co.	Pittsburg
200	200	Valley	H. C. Frick Coke Co.	Pittsburg
95	95	White	H. C. Frick Coke Co.	Pittsburg
300	280	Whitney	Hostetter-Connellsville Coke Co.	Pittsburg
300	280	Young	H. C. Frick Coke Co.	Pittsburg
240	240	Youngstown	H. C. Frick Coke Co.	Pittsburg

ESTABLISHED 1859
INCORPORATED 1894

JOSEPH SOISSON FIRE BRICK COMPANY

91 MORE YOUNG MEN LEAVE FOR CAMP TO TAKE UP ARMS FOR NATION IN GREAT WAR

Tears and Cheers as Conscripted Youths Depart on Saturday and Sunday.

CROWDS SEE THEM LEAVE

Sad Leave-Taking Many as Men From No. 2 District Start Southwest Over Western Maryland at 11:30 Saturday Night; Train on Time

Ninety-one more young men of Connellsburg and the Young region have gone to take up arms for their country. Amid the now familiar scenes of leave-taking, their going accompanied by the same tears and cheers as accompanied the entrainment of previous contingents of artillery here, the men got off for Camp Lee, Petersburg, Va., Saturday and Sunday, there to undergo a few months' training with others of the National Army, and be fitted for the work which they are to do on the battlefields of France.

The Western Maryland station was the scene of a farewell demonstration for the first time, the 50 No. 2 district boys leaving from that depot at 11:30 Saturday night. The train, made up here, had been scheduled to leave at 11:30, but there was delay in getting the men aboard. Several thousand people saw the boys off, and as the train pulled out, they raised their voices in a cheer. The draftees, their heads out of the windows, looked back at their loved ones until they had been whisked out of sight.

The leave-taking was perhaps the saddest leaving of all those which have occurred in Connellsburg since local boys began to entrain to do their part in the war. There was a lot of weeping. One woman, seeing her husband going away, and with the great tear on her that she would never see him again, went into hysterics, and screaming violently, was led out of the crowd. Tears were rolling down many another woman's face as she bid sweetheart, husband or brother good-bye. The draftees were mostly occupying themselves with handshakes, but one draftee felt that kisses would be more appropriate, both for his women and men friends. Several of the conscripted were crying, but most of them were in a cheerful mood.

The men left the armory, where they had assembled, shortly before 11 o'clock. Headed by the draft board, consisting of Captain Harry Dunn, Dr. J. F. Kerr and Dr. L. P. McCormick, and by the volunteer firemen, they marched to the Western Maryland station, greeted by a small crowd lined along the 13 or 14 blocks to the depot. Each carried a hambag of valise and a box of lunch. They sang "We'll hang Bill Kaiser to the sour apple tree" as they passed along.

The contingent was in charge of Ignatius Friel, with Charles J. Loomis as his assistant, and the following corporals in charge of squads: Frank Chircosta, Walter E. Austin, Randolph P. Kurz, W. M. Fazackerley and Lawrence S. May. The crowd at the station and in the trains gradually grew larger and larger. The train pulled out only 20 minutes after schedule time, this being the best record to date, most of the trocs leaving here having hovered about the two-hour-late mark.

The boys marched away without any music. The Everson band was here in the afternoon and played a short concert at the armory, but left long before train time. The draftees sang, however, and they had at the head of their column a beautiful American flag carried by the volunteer firemen.

Those from Zone 2 who left were: Domenic Scicato, William Jamison, Harry E. Guler, Frank Chircosta, Walter E. Austin, Stephen J. Fries, Randolph P. Kurz, Christ Buckheit, Alfonso Gioia, Walter Farmer, John Presto, Roy E. Goswick, McDonald, Charles J. Loomis, Antonio Amoroso, Giovanni Tristoni, Carrer Pietra, Claude J. Miller, James F. Sullivan, Frank Martorano, Clyde R. Miller, Harry T. Dunkle, Cesare Pano, Andy Silsankie, Pearl S. Weaver, Anthony Piana, Kenneth G. Miller, Stanislaus Menela, Frank Spitzer, Karolin Krosnayowski, Ignatius Friel, Scott Richter, Orville E. Greer, Michael Lucia, Antonio Casini, Charles K. Pyrmanski, Ralph Kessler, Lawrence S. May, Domenic Caruso, James A. Burke, Jackson D. Prinkley, Anthony Orioli, Thomas E. Williams, Renold F. Bryner, Jess Ridder, Michael Carnock, Herman Levine, Francesco Aszano, Charles V. Miller.

The third contingent of men from the No. 5 district got away in good time also, the special train leaving the Baltimore & Ohio station at 6:30 o'clock, just 20 minutes late. Although the crowd was not so large as that which witnessed the departure of the previous contingents, the send-off was just as enthusiastic.

Every man from the district called responded and 41, three over the quota, were sent to Camp Lee. There were many foreigners, mostly Italians, in the contingent, and these were a happy lot.

The roll call was made by Chairman Charles B. Franks shortly after 4 o'clock, and every man was then assigned to his squad and made acquainted with his corporal. At 5:30 the draftees left the armory and marched to the station. They were loaded on to the train that had brought the Mount Pleasant and Scottdale men over, until the special train came in, when a transfer was made.

Few of the No. 5 draftees were known locally, although some coming from Trotter have friends here. A

MAYOR-ELECT HAS AMBITIOUS STREET BETTERMENT PLAN

Councilman Duggan Wants to Pave Davidson and Repave Crawford Avenue.

KICK ON CONCRETE WORK

C. W. Bettler Said to Have Declared He Would Put Down Walks For City Now and When He Pleases, So City Will Pay "As It Please."

An ambitious program of paving and street development for next year was forecasted in the report of John Duggan, superintendent of streets and public improvements, and mayor-elect, at Monday's council meeting. The program includes the re-paving of West Crawford avenue, along the base of all motorists' lives.

"Davidson avenue," Mr. Duggan said, "should be partly paved at least next year. The street is an opening to all the farther section of the South Side. There are some mighty pretty homes out there, and access is had to them over the muddiest streets of town. I think we owe it to the people out there to pave Davidson avenue."

"Theo. First street, West Side, should be paved. This proposition was up once before, but was dropped, I believe, because there was talk of making a park along the river. I think it should be taken up again, now."

"And during the winter, this council and the next one, too, should make every effort to finance the material for repaving Crawford avenue from Pittsburg street to the West Side hill. We are getting a lot of knocks because of the terrible condition of that street. We don't want to spend all next year doing nothing as we did this year."

Mr. Duggan also told of the trouble the city is having with C. W. Bettler, concrete man, who was awarded the job of laying sidewalks for the city front of the properties whose owners have refused to put down walks.

Mr. Bettler informed City Engineer S. M. Foush, according to Mr. Duggan, that he would do the work when and how he pleases.

In that case Mr. Duggan said, the city would pay him "as we please."

"His work around town has been anything but good," Mr. Duggan said, "and I shall put an inspector on the job to see that every bit of work he does is done properly and in accordance with the specifications."

Bids were opened on 1,000 feet of fire hose to be furnished the city, 500 feet of once and 500 feet not later than January 30.

Five firms submitted bids, each on three or more grades of hose. The prices per foot proposed were: C. C. Fire Hose company, \$1.10, \$1.05, \$1.00; Boston Hose, \$1.10, \$1.05, \$1.00; Vorhees Rubber company, \$1.00, \$1.95, \$1.90; Vorhees Rubber Manufacturing company, \$1.05, \$1.95, \$1.85; Republic Rubber company, \$1.30, \$1.20, \$1.10, \$1.00, \$0.90; Quaker City Rubber company, \$1.35, \$1.30, \$1.10, \$1.00. All hose will contain 400 pounds pressure and carries a three-year guarantee.

Rev. G. L. C. Richardson was returned to the Connellsburg church, and Rev. H. A. Baum to the Dawson church. Other assignments were: Alverton, William Mammita; Bellfontain, J. B. Taylor; Berlin and Stoystown, W. M. Wagner; Coke Mission, N. B. Tannehill; Confluence, Watson Bracken; Dunbar, H. L. Humbert; Fairchance, C. W. Ringer; Fayette City, H. D. Rudolph; Layton, W. F. Forde; Masontown, W. T. Robinson; Meyersdale, Alexander Steele; Mount Pleasant, E. J. Kneer; Obiohyle, H. G. Trimmer; Perryopolis, William Law.

The session of the Pittsburg conference of the African Methodist Episcopal church in Pittsburg also came to a close yesterday, Rev. A. G. Allen was given the Connellsburg charge.

PASTORS RETURNED

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Fairchance, C. W. Ringer; Fayette

City, H. D. Rudolph; Layton, W. F.

Forde; Masontown, W. T. Robinson;

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The congregation of the Christian church formally accepted the resignation of Rev. C. C. Buckner at a meeting held at the conclusion of the morning's service Sunday. At the meeting of the official board on last Monday evening Rev. Buckner declined to withdraw his resignation, leaving the board no alternative but to recommend to the congregation that he be relieved from his present engagement.

At the same meeting the special committee of the board, consisting of Benton Boyd, W. D. Colborn and P. R. Weimer, appointed to make arrangements for securing a successor to Rev. Buckner, reported the receipt of a cablegram from Rev. G. W. Buckner of Southport, Eng., which was taken to mean that he would accept a call to become pastor of the Connellsburg church. The committee recommended that a call be extended to Rev. Buckner senior, which the congregation did by a unanimous vote.

Rev. Buckner's cablegram indicates that he will be able to take up the work in Connellsburg no later than January next, possibly in the month of December. During the interim between November 1, when Rev. C. C. Buckner will relinquish his charge, and the arrival of his father, the latter's wife, Mrs. Mary F. Buckner, will serve as pastor.

ACCEPTE CALL

Rev. G. W. Buckner to Succeed Son Here.

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HURT IN ACCIDENT

Uniontown Autoists Taken to Mount Pleasant Hospital.

Injured in an automobile accident which occurred between Mount Pleasant and Scottdale Sunday morning, Louis Pilner, his son, Alexander, and Louis Silver, all of Uniontown, were taken to the Mount Pleasant Memorial hospital for treatment. Pilner is 60 years old and his son 16. They suffered minor injuries. Silver, 40, had his back injured.

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ROCKWELL DULL IS CALLED; ALBERT ROSE LEAVES FOR COLUMBUS

Ben Campbell Goes to Pittsburgh to Get Transportation to Norfolk Station.

Rockwell Dull, son of Mr. and Mrs. William Dull, received orders from the War Department Monday to report to Pittsburgh today, and get his transportation to Norfolk, Va., where he will be assigned to the "mosquito fleet" of the United States Navy. He will return here and probably leave on Baltimore & Ohio train No. 123 tonight for Norfolk.

Dull enlisted in the mosquito fleet some time ago and has been awaiting orders to report. His notice was short, and in order to reach Pittsburgh today he went to Greensburg this morning by street car, taking a train there.

Benjamin Campbell, son of Mr. and Mrs. George W. Campbell, also went to Pittsburgh Monday to get transportation to Norfolk, and join the "mosquito fleet."

INOCULATED FOR TYPHOID

Long Hike Scheduled for Fifty-Sixth Brigade When Effects of "Shots" Wear Off; Band Boys Being Drilled in Litter Carrying and "Fuscaing."

CAMP HANCOCK, Augusta, Ga., Oct. 5.—One year ago today, October 5, 1916, while the Tenth Regiment was doing duty in Texas, word was received that they were going home. In less time almost than it takes to tell Pittsburg today he went to Greensburg this morning by street car, taking a train there.

Albert Rose, son of Mr. and Mrs. F. C. Rose of North Pittsburg street, left Monday morning for Columbus, Ohio, to join an engineers regiment. He will visit in Ohio before reporting to the Columbus barracks. His notice gives him until Saturday to report for examination.

Sanford Inke and Thomas Madigan, engineer reservists, left on Saturday to join regiments at Wrightstown, N.J.

BACK FROM CAMP

George Connell Says Roads to Petersburgh Are Awful.

Mr. and Mrs. George S. Connell arrived home on Sunday about 9:30 from a trip East during which they visited local drafted at Camp Lee, Petersburg, Va. Mr. Connell advises any local motorists who contemplate making the trip to camp to travel along chains for both front and rear wheels and to be prepared for very bad roads. The road from Richmond to Petersburg is so rough that it is possible to run any faster than 15 miles an hour. It is full of rutts everywhere.

Taken the Chesterfield court house road in preference to the Petersburgh pike, regardless of what Virginians may tell you, is Mr. Connell's advice and he drove over both.

Camp Lee is still far from completed and the men are not equipped and do not have sufficient bed clothes, Mr. Connell says. They get lots of food to eat and in a man are pleased with their officers, who are all, with the exception of the drill sergeants, products of the officers' training camps. The first contingent men, who have uniforms and guns now, are "drilling their heads off."

PASTORS RETURNED

Rev. Changes in Ministers of Methodist Churches.

Methodist Episcopal pastors were appointed to the various parishes in the five districts of the Pittsburg conference at the 49th annual session of which came to a close in the Breen Vista church, Pittsburg, yesterday. Although many changes were made, practically all were among the smaller charges.

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NEW DOG LAW

Owners of Canines to Secure License From County Treasurer Now.

Dog owners must secure licenses from the county treasurer hereafter. A recent law signed by Governor Brumbaugh on July 11 calls upon the assessors of the county to assess every dog in their respective districts and make returns to the county treasurer's office instead of collecting the tax themselves, as formerly.

The system requires the same procedure under the new law as is necessitated in securing a resident's license. The owner of the dog must apply to the office of the treasurer, in person or by mail, to secure a license tag for his canine. His application must be accompanied by the fee, which remains unchanged, being \$1 a year for male dogs and \$2 a year for females over six months old. The law becomes operative January 1.

KNIT FOR RED CROSS

Navy League Women of Scottdale Respond to Appeal for 200 Sets.

Scottdale women who formed a unit of the Charleston comforts branch of the Navy League have decided to drop their work for the sailors and knit for the Red Cross instead, according to Mrs. Mary A. Loucks who has been in charge of the Navy League in the Mill Town. Mrs. Loucks has turned in 143 knitted articles to the league.

Now, however, Scottdale has been asked to knit 200 sets for the Red Cross, and fulfilling its duty to help their town in this, and finding that the need for knitted articles is as great for the soldiers as for the sailors, the women have decided to drop the Navy League work. Mrs. Eva Brown will furnish them with supplies.

CONDUCTOR HUNTED

O. B. Craft Falls From Box Car on Baltimore & Ohio.

O. B. Craft of North Pittsburg street, a Baltimore & Ohio railroad conductor, is in the Cottage State hospital for treatment of a fracture of the right leg suffered when he was thrown from a box car.

Conductor Craft, who was standing on the top of the car, was thrown to the ground when it stopped suddenly.

Advertise in The Weekly Courier.

Subscribe for The Weekly Courier.

TENTH LEFT THE BORDER FOR HOME JUST A YEAR AGO

Texan Service of Regiment is Recalled as October 5 Rolls Around.

LOCAL JEWS HAVE GIVEN \$6,000 FOR WAR RELIEF FUND

SIX KILLED, THREE INJURED WHEN AUTOMOBILE IS STRUCK BY STREET CAR AT JUNIATA

Mrs. Frank Thorpe, Four Children and a Colored Girl Victims; All of Bitner.

NINE PASSENGERS IN FORD

Party on Way to Bitner Home from Visit to Relatives Above Dunbar; See Driving Machine Falls to See Trolley Until It Is Almost Upon Him.

Six persons—Mrs. Frank Thorpe and her four children and Nellie Washington, a colored girl—were instantly killed and three others, two of them members of the Thorpe family, were injured when a West Penn street car struck the Ford touring car in which the nine were riding at the Juniata road crossing about 4:45 o'clock Sunday evening.

The automobile reached the crossing just as the 4:15 Phillips car from Connellsville came along. The machine was demolished and parts of it carried up the track for a considerable distance. Its occupants were mangled beyond recognition. The wheels of the electric car, the bodies of the victims being horribly mangled.

THE DEAD.
MISS RACHEL THORPE, 18 years old, wife of Frank Thorpe of Bitner, mother of four of the dead.

JAMES THORPE, 16 years old.

RUFUS THORPE, 15 years old.

PHILIP THORPE, 14 years old.

NELLIE WASHINGTON, 18 years old, of Dunbar.

THE INJURED.

JOSEPH THORPE, 13 years old; son of Rufus and left leg; ad. College Street hospital.

JAMES THORPE, 20 years old, of Republic; driver of car; fractures about head and face; at father's home in Bitner.

CHARLES THORPE, 17 years old, deceased; of Dunbar; fractures of skull, face, hands and legs; at College Street hospital.

The bodies of the dead were brought to the parlor of J. E. Shiner undertaking establishment here. Two of the injured were brought to the Cottage State hospital, the third being taken to the home of the father of the family, Frank Thorpe, at Bitner.

Following the collision, it is said, the car went on from the road, known as the "Downtown Crossing," just this side of Juniata, to the switch at Juniata, returning then to the scene of the accident. In the meantime, an auto had started to Connellsville, with Joseph Thorpe and Sam Washington, the injured, James Thorpe, the third injured man, having disappeared from the scene. At Leisering No. 1, the driver had a blowout, but just at this time the car carrying the dead bodies came up, and the injured were transferred to it.

News of the accident had preceded the car here, and a big crowd was waiting at the station, but the morbidly curious were disappointed, for the bodies were transferred to the dead wagon and the injured men to the ambulance at the car barns on the West Side.

The Thorpe family was on its way home from a day spent in the mountains. Frank Thorpe, the father, had not accompanied them because he had to work. He is employed as carpenter foreman at the Bitner works of the H. C. Frick Coke company. He formerly held a similar position at Fairmont, and at one time lived with his family at Dunbar, where he is well known.

Young Thorpe, who was engaged as a taxi driver by an owner at Republic, had borrowed the car for the day to take the family to visit Mrs. Sarah Booley, a relative living above Dunbar. The Washingtons, who had known the family for years, were invited to go along. Thorpe had intended to leave his mother, sisters, and brothers at their home and take the other two to Uniontown on his way back to Republic.

The car approached the "Downtown Crossing" on a down grade, then, after passing the road, mounts a hill. The road rises on each side of the tracks, the West Penn having raised its track low to the ground over the ordinary road.

Thorpe's view of the coming car was obscured by the little bank of earth at the side of the road. As he mounted the incline heading to the crossing, he exclaimed, "My God, here comes the car," according to the story which he told his father, who in turn related it to Conroy S. H. Bassett last night. It was too late to stop the machine, and he tried to get across ahead of the car. The front track was always wider when the trolley came along.

In charge of the car, which left Connellsville at 4:35, was Conductor Freeman G. Kyle, with Wendorf, Carr, and Mcmenamin.

The Ford was struck with great force and a large portion of the wreckage was thrown into a ditch at the right side of the tracks, and from under this wreckage, the crowd which quickly gathered, saw Sam Washington crawl. The negro is lost, but of any in the accident.

James Thorpe, the driver, disappeared for a time, having been seen running over the hill holding his head. Later he returned to the scene of the accident, and was taken to his father's home at Bitner by a passing automobile.

There he told Mr. Thorpe the story of the accident. The father, dazed and bewildered, came at once to Connellsville, and told his son's story to Conroy Bassett, who came down early from Uniontown. "My son always was a good driver," he said, "and I am sure he wasn't going any too fast. He has been very good and comes up from Republic every once in a while and takes the whole family out for a drive." Every member of Mr. Thorpe's family was included in the tragic accident.

All of the nine occupants of the Ford were thrown out and a majority of them were ground under the wheels of the car. The body of Mrs. Thorpe was horribly mangled, so that

97 OUT OF TOWN PUPILS ENROLL IN CITY HIGH SCHOOL

Tuition Amounting to \$6,000.
Will Be Paid By Their
Home Districts.

COAL SITUATION TALKED

Board Bus. as Yet Received No Definite Proposition For Supplying Fuel to Schools This Winter; Tuition in Grades Is Increased by Board.

Tuition received from high school students from out-of-town, whose school districts pay for them because of lack of a complete course at home, will amount this year to approximately \$6,000, it was learned at last week's school board meeting. There are 97 such students, and in addition there are a number paying their own tuition. This amount merely covers the actual cost of education, and the district makes no gain from these pupils. The cost in high school runs between \$5 and \$6 a month. State law requires that no more shall be charged in high school than necessary for the actual cost of the course.

Motorman Carroll says that he thought the Ford was going to get safely across the track, but that it seemed to stall for a moment just before the crash. Just as the back wheels were in the center of the track, the engine is believed to have stopped. Thorpe had been running down a hill until he hit the little grade across the track, and a sudden throwing in of gas to take this hill may have caused the engine to stall.

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The car was coming at a pretty good gait, naturally, down the grade. Just how fast he was running, Motorman Carroll has not yet reported.

The body of Nellie Washington was removed this afternoon by Funeral Director Sims to the Washington home, house No. 53 near the Furnace. Funeral Wednesday morning at 10 o'clock with interment in Mount Auburn cemetery.

'BLUES' BANQUETED

Visitors in Bible Class Contest Dine at Meads Home.

Following a contest conducted the past few weeks by members of the Adult Bible class of the Percy Methodist Protestant church, the Blues, the winning side, were entertained by the Reds at a banquet Thursday evening.

The bodies of the dead were brought to the parlor of J. E. Shiner undertaking establishment here. Two of the injured were brought to the Cottage State hospital, the third being taken to the home of the father of the family, Frank Thorpe, at Bitner.

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MARION GILCHRIST FIRST LIEUTENANT IN AVIATION CORPS

Former Local Boy Wins Commission
in Uncle Sam's Aerial Forces.

Marien Gilchrist, who enlisted in the aviation corps several months ago, has been appointed first lieutenant in the Signal Officers Reserve Corps and is in San Diego, Cal., awaiting orders to leave for the officers' training camp at Berkeley, Calif.

According to a letter received by his aunt, Miss Edith Hyatt, he has not been flying for about a week. He accompanied Captain Smith on an altitude trip and reached the 9,000 foot level. Lieutenant Gilchrist is son of W. D. Gilchrist of Ambridge, Pa., and a grandson of the late Mr. and Mrs. Allen Hyatt of Connellsville. He has many friends in Connellsville, having spent much of his time here.

**ARTHUR MUNK TRANSFERRED
TO ENGINEER REGIMENT**

A. C. Munk, son of Alderman Fred Munk, at Camp Sherman, Chillicothe, O., has been transferred from the 33rd Infantry to the 308th Engineers. Alderman Munk learned.

FENIELLO DIDN'T EXPECT TO STAY AT CAMP LEE

A card from John Feniello received by Foster Critchfield today says: "Excuse me for not writing sooner, which seems to indicate that John has been passed and is now a soldier. Feniello went with the last contingent to Camp Lee. He is one half an inch under the required height, but reported to be allowed to go. He got 'tooled,' however, when the army examining officers passed him. He asks for some news of the C. H. S. football team, stating that his team plays tomorrow.

TUITION IN THE GRADES WAS INCREASED;
Tuition in the grades was increased last night. Out-of-town pupils in Grades 1 to 6 will pay \$2.50 now and those in Grades 7 and 8, who will go to the new high school building, will be charged \$3.50 a month. The tuition in all grades was formerly \$2 a month.

The greater portion of last night's session was occupied in discussing the coal situation. The directors are having quite a time getting coal for the winter. W. W. Smith reported that he had seen the Washington Coal & Coke company and the Whirl company but that they had no definite propositions to offer the board.

The contract for putting in a concrete sidewalk around the Crawford school building on the West Side was let to Malachi Duggan, at a price of 20 cents a square foot. There were bids of 25 cents by C. W. Bettler, and 23 cents by Mr. Lambert.

The power contract with the West Penn, discussed at a previous meeting, was signed.

The subject of insurance for the new high school building was considered, but no action taken. Janitors' salaries were fixed.

A list of the 97 pupils whose school districts are paying their tuition here and who were formally accepted as pupils by the board last night follows:

Connellsville Township—Harriet Wishart, Gertrude Sparks, Nelle David, Minnie Reich, Frances Leichliter, Mary Lou Coughenour, Margaret Oppen, Alice Stafford, Carolyn Tennant, Lewie Pizzoli, Laura Bell Konser, George Buchholz, Earl Wishart, Andrew Sparks, Roy Shultz, Mildred Morse, Florence Erbeck, Arzina Flburn.

Bethel Township—Florence Belle Grim, Hanna Auer, Ernest Landenberger, Beulah Monahan, Emma Louise Stillwagon, Valera Martin, J. Donald Lenhart, Irene Kooser, Mary Herbert, Ralph Huey, Althea Fisher, Beulah Detwiler, Irene Clifford, Mervin Boyd.

South Huntingdon Township—Florence Rose, Edgar McGuire, Cordelia Hand, Mary Ruskin, Helen Semko, Dawson Borough—Charles Zimmerman, Thomas Zimmerman, Daryl Brothers, Pauline Townsend, Braden Sherbondy, Frank McGill.

Smithton Borough—John Sheppard, Clare Hepler, Allen Smith, Edna Tietz, Mabel Bateman, Patry Marietta, John Harris, Ethel Clare Rhodes, Wm. Jones, Cuba Jones.

Rosarover Township—William McNutt, Olive McNutt, Clabby Flora, Rose Floro, Alberta Danielson.

Ohio City Borough—Brooklyn Cunningham, Gladys Davis, Leland Woodward, Dwight Show.

Dunbar Borough—Ivan Frost, Elizabeth Warnes, Delta Baker, Ernest Corrado.

Springfield Township—Sadie Koerner, Katherine May, Sara Channing.

Franklin Township—Lillian McDowell and Mabel Mairé.

Upper Tyrone Township—Madeline Blocker and Lydia Stillwagon.

Stewart Township—Ruple Mitchell and Russel Mitchell.

Saitliff Township—Neil Berg and Lester Sparks.

North Union Township—Edith Buttermore.

Rockwood Borough—Usebe Holzemer.

Donegal Township—Brenford Dull.

Vanderbilt Borough—Henry Shalamberger.

Urthia Borough—Eileen MacMillen, Walter Endman, Edward Howe.

South Connellsville—Leona Baer, Edna Hart, Ida Burkhardt, Esther Sullivan, Elizabeth Ward, Munden Shumaker, Charles Carson, Lawrence Weaver, Roland Baer, Harry Debold.

GIVE P. O. ADDRESS

These Writing to Soldiers Must Add Petersburg, Va., to Camp Lee.

According to post office officials here, a great deal of mail is being sent to soldiers without the postage address being included on the envelope. For example, letters and packages are being addressed to Camp Lee, without Petersburg, Va., being added, and letters are written to someone at Camp Hancock, without the necessary address. The mail must be required to wear canvas leggings with leather reinforcements. This affects the cavalry and artillery which, up until the present, have been permitted to wear leather puttees. The men of the First Pennsylvania Cavalry and the Artillery Brigade are bemoaning the fortunes of war which make possible such horrors.

By the order of all officers and enlisted men will be required to wear coats except when on fatigue duty. All officers will also be compelled to habitually sleep at the camp.

HARD ON SOLDIERS

Report indicates that the crop of chestnuts in this section will be unusually small this year. The burrs are small and so are the nuts, what there are of them.

The chestnut blight remains unchecked, despite the efforts of state officials, although they have been able to control the white pine blister and other tree-damaging causes.

NEW LANCE CORPORAL.

Henry F. Bailey, who joined the engineers five months ago, has been appointed lance corporal. Henry writes to friends here that his new rank gives him the privilege of wearing the engineers' cap on his arm. He has made many friends in Corpus Christi.

Girl at Santmyer Home.

Mr. and Mrs. Donald Santmyer of Star Junction, are receiving congratulations upon the birth of their first daughter, Ethel Lorreta Santmyer, Monday. The other two children are boys.

Have You Coal Land for Sale?

If so, advertise it in The Weekly Courier.

FAYETTE BOYS IN WINNING COMPANY IN CONTEST DRILL

Keen Competition Among Men

OFFICERS' LIFE NICE BUT OH SO VERY EXPENSIVE

They Have to Buy Their Own Equipment Which Costs Considerable.

SETS THEM BACK A BIT

Three Pairs of Shoes, \$30; Uniform, \$3. Three Pairs of Pants, \$38; Hat, \$5 to \$8; Tailored Serge and Tailored Wool Uniform, \$30—and Lots More.

There are lots of nice things in favor of being a commissioned army officer these days—things that most any civilian knows and can appreciate to a certain extent. Not clothes, leadership, social standing.

But what is the cost, asks the man of meager means and a good chance of attending one of the officers training camps. There's the rub—the cost. Officers, unlike privates, must purchase their own uniforms and outfit.

If you would give ear to some of the men fresh from the officers training camps, who have, by decree of the fates, not been blessed with an over abundance of money, it is to wonder at their expenses.

An officer's equipment, clothing and belongings lists as long as the proverbial milkman's day. It costs in proportion to length if you take their word for it. Here's a sample of the purchase list of a young officer who got a good grade of whatever he bought—nothing very cheap—notching very fine.

Three pairs of shoes \$30 leather puttees \$10, spiral wrap puttees, \$5.50, cotton khaki uniform, three pairs breeches two blouses, \$28 hat, \$5 to \$8, belt cord \$1.50, raincoat \$1.50 wool socks (12 pair) \$6 underwear at any price from \$2 a suit up pajamas, ditty, olive drab shirts \$5 each, cap \$1, tailored serge and tailored wool uniform, \$30, over coat, \$40 up, extra pair breeches, \$15, lace trench boots, \$12 to \$15, toilet kit, \$1.50 up sweater \$3.50 bedding roll \$12, mattress, \$5 blanket (two) \$16, trunk, \$7 to \$12, "housewife" of needles, thread, etc., \$1 to \$2, revolver, \$25, holster, \$6, belt, \$4.50, magazine pouch \$1.50 two extra magazines, \$2.50, army rifle \$20, field glasses anywhere from \$20 to more than \$100, folding cot, \$50.

That represents an outlay of between \$400 and \$500 and does not include bayonet, meat cans, condiment can, bacon can, knife, fork, spoon, pack carrier, canteen, cup, first aid pouch and many other incidentals. Nor does it include the probable cost that might result when a change is made in officers uniforms which is not infrequent.

Soldiers of the new National Army are learning a great many new things these days. Sewing is becoming a regular part of each day's duties, not from requirement by official military orders, but from necessity. Patching and mending goes with the other needlework.

So the selective draft men are becoming efficient housewives. Many have a "housewife" outfit, which is considered a very important part of the soldiers' kit nowadays. It consists of needle and thread, buttons of various sizes for various parts of the wardrobe and other things necessary to keeping clothes patched and stockings darned.

And last but not least, each man must know how to "make up" his own bed and how to keep his particular part of the barracks building or bunk half in proper order.

After arising in the morning there is a certain period set aside each day, for cleaning up. The straw bed ticks and blankets on each bunk must be doubled back from the foot of the cot "fast so". Hand bags or bundles belonging to the soldier must be placed just so, and everything else he has of a personal nature must have its place. This includes writing materials, books, papers and magazines. It is a breach of the rules to leave things scattered about.

Should the recruit spill a bit of coffee or drop a bit of bread or upset the sugar bowl on the long meal table it is his duty to repair the wrong. There are no waiters, no lackeys to make or serve any sort to help the individuals in the military camp. Each fellow is responsible for his own well being, his own personal appearance and his own welfare.

Officers say there is one sure way to find if the privates in a company or in a regiment are interested in their work. That is to find if they talk drilling, discuss their work among themselves or if they study while they are working at day by day—it they are taking more than a passing interest in their new life.

Dealers in books and in military supplies vouchsafe the information that the demand for drill manuals is wonderful. Hundreds of the enlisted men are trying to buy the booklets at 50 and 75 cents each to learn in detail what they have been practicing and what they are going to practice in the days to come. At the barracks any evening one can find little groups of men talking about the various or news they have been following and even some they have anticipated. And they are reading war stories and incidents. Magazines with good from the front, yarns and newspapers with stories from the correspondents at the front are prizes.

There is no question about the men being interested in what they are doing. They do not finish the day's manual labor and forget about it. They are living it, breathing it, thinking and talking it, and even dreaming it. The life of the soldier to the majority is a big adventure, one would think, and they are making the best of it. There are exceptions but they are decreasing in number every day.

The rank and file is taking to this new life like they enjoy it. And most of them are getting more fun and satisfaction from it than from anything they ever tried before.

FIRE CHIEF INSISTS

ELIARD FIRE DAMAGE WILL BE ONLY \$400

Family Contends That Entire Structure and Furnishings Are Ruined.

Although the owner of the house contends that it will have to be completely remodeled Fire Chief DeBolt claims that the fire loss at the Eliard fire on Tuesday night was not more than \$400.

Incidentally, the chief explained just what fire loss is. His report to the city and state fire marshal gives an estimate of the actual damage done by the flames. The total damage by smoke and water may be many times that amount. The insurance companies however, base their adjustment on the actual loss sustained.

When told that the fire chief estimated the loss at \$400, J. S. Eliard was horrified. "Why our whole house is ruined," she declared.

"It's drenched from top to bottom."

Walls, paper, carpets, bedding, furniture, even our establishables are soaked through and through. We hardly

have a place left to lay our heads. It would not have been so bad if they had not poured water over the whole place.

As it is, we don't know where to turn our hands." Any one who looks the place over will readily realize the great damage that was done.

Fire Chief W. E. DeBolt also states that the fire in the Eliard home was not caused by electric wires. He made a complete investigation yesterday and found that the wires were not near the place where the fire started. The insulation was burnt off them during the course of the fire however, and the lights in the house extinguished.

Chief DeBolt attributes the fire to rubbish in the attic store room where the blaze started. In that room there was a small round burn on the floor as if a wastebasket had been consumed. From here the fire leaped to some two-by-fours supporting the roof the wall being unfinished on the store room side, and spread to the Gilbert apartment.

A CURFEW COP NOW

Patrolmen Shumaker to Chase Kidnappers Home at Night

There is going to be something doing in the way of curfew enforcement from now on. The new schedule of police beats posted Wednesday names Patrolman J. A. Shumaker as our "new cop" and it will be his duty to see that kiddies, 15 and under, are off the streets by 9 o'clock P. M. The curfew cop starts on the scene of violations promptly at 8:45.

The curfew whistle has been blowing twice nightly for a year or more and the kiddies have been on the streets at all hours unmolested. Present indications are that they will be chased home now when the brewery horns shriek.

Other beats were assigned as follows: Chief B. Rother, 8 A. M. to 9 P. M.; assistant Chief W. B. Bowers 2 P. M. to 3 A. M. J. W. Mitchell, city detective, continuous; P. M. Ruff, 5 P. M. to 6 A. M. corner Charles Shipley, 6 A. M. to 6 P. M. corner Aaron Conghamer 6 P. M. to 8 A. M. South Side, James Francis 6 P. M. to 6 A. M., North Side, Thomas McDonald, 5 P. M. to 6 A. M. West Side, J. H. Barnes, 6 P. M. to 6 A. M. Water street square D. H. Turner, 6 A. M. to 6 P. M., city I. A. Shumaker, 6 P. M. to 6 A. M., curfew—City.

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The nights are very cool here now. It requires about four blankets to keep one warm.

Ewing Harmon talked in his sleep last night—about going to France. He was heard to say, "Gee! If I could only get back home safe."

Harry Mason has taken on additional weight since coming to Camp Lee. He attributes it to plenty of fresh air and physical exercise.

Swartschild wonders who is holding down his old place at the front of the Title and Trust building. Oliver Mike Goldsmith commenting on Company I 318th Regiment, after watching them drill, remarked that they had a little on Company D.

A number of the boys will attend a select dance in Petersburg Friday night, October 5.

UNIONTOWN DRAFTEE LAY OVER HERE FOR HOUR

District No 1 Uniontown sent 66 young men to Camp Lee last night. It was the first movement of Fayette county men of the third contingent.

2 men leave tomorrow night and District 5 men Sunday.

The Uniontown coach was coupled to a special train here leaving Connellsville at 9:15 after laying over here for an hour and a half.

The injured Indian who had suffered a fractured skull was given medical treatment in Belle Vernon.

GIRL LEAVES HOME

Goess Away With Servant Who Had Been Working in the House.

When Margaret Borach left the home of Mrs. George B. Gemas of Washington avenue where she had been working, last Friday night, she took with her Mrs. Gemas daughter, Appolina and \$20 worth of goods from the Gemas home. Mrs. Gemas is very much worried for her daughter was never away from home before. The police have been notified.

Margaret Borach is a foreign girl about 18 years old. Appolina is 12 years old and when last seen wore a dark green striped dress, white stockings, sandals and pink hair ribbon. She is a big girl for her age.

Dubar Remembers Its Draftees.

Dubar citizens sent to Camp Lee the first box of tobacco and candy purchased by popular subscription for the Dubar boys 28 in number in training with National Army members. The box was sent to Daniel Minard, who will make the distribution. The arrangements were made at a meeting of the Dubar volunteer service men who left Uniontown Corrado presided.

There is no question about the men being interested in what they are doing. They do not finish the day's manual labor and forget about it. They are living it, breathing it, thinking and talking it, and even dreaming it. The life of the soldier to the majority is a big adventure, one would think, and they are making the best of it. There are exceptions but they are decreasing in number every day.

Herie's Kick Fractures Skull.

Edith Hager 10 years old, daughter of Mr. and Mrs. Jessie Hager of Braxwell is in the Brownsville hospital with a fractured skull suffered when she was kicked by a horse.

PETERSBURG BOYS GLAD TO WELCOME FOLKS FROM HOME

Mr. and Mrs. George Connell Motor Over to See Troops at Camp Lee.

LOCAL DRAFTEES REJECTED

Correspondent Says Lou Genna and Two Murphy Boys Have Failed to Pass Physical Examination and Will be Sent Home, Camp News.

CAMP LEE, Petersburg Va Oct 2.—Mr. and Mrs. George Connell of Connellsville motored to Camp Lee today arriving here about 1 P. M. and paid the boys from Connellsville and vicinity a visit. They came from Washington via Richmond and Petersburg. Both report having a delightful trip. They were the first home town people to come here to see us and all the boys were glad to see them.

Although the announcement has been made repeatedly since the unfortunate controversy between Secretary Daniels of the Navy Department and the officials of the Navy League many workers have not neglected their knitting so vigorously as before the unpleasantness became public property. Lear hat their com for kits might not reach the sailors caused many women to stop knitting. The Charleston comfort branch however has continued shipments of completed sets and word has been received that they reached the men of the Charleston. Up to the present time there have been forwarded to Washington for the men of the Charleston 326 completed woolen outfitts and in a few days another shipment of 100 sets will leave here making a grand total of 1700 knitted sets with an estimated value of \$5,000.

A letter from Elizabeth Reuschel Frazer chairman of the comforts committee dated September 20 acknowledges the receipt of 733 articles of knitted comforts on September 12 Captain E. H. Campbell commander of the U. S. Charleston in a letter dated September 21 to the commanding officer of the 1st Battalion.

The first 21 boys to come here from local districts No 2 and No 5 were inoculated yesterday the third and final time. When we lined up outside of the building where we went to go our third shot a picture man with a large camera came along and snapped us. He also took a group after we came out. On the postcard pictures will be seen many lads with their left arms uncovered and shirt sleeves hanging loose. All the boys were anxious to be on the picture that they swarmed around the camera and cameraman too. The picture man's temper was aroused for a few minutes and he said, "If you guys don't get off that stuff I will not take any of you." However the rookies took heed and conducted themselves properly and when the pictures are finished the boys will see their faces on display at the regional exchange where they will be knitting, are urged to attend.

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WINTER'S APPROACH BEING DREADED BY ALL RAILROAD MEN

Transportation Troubles Will Multiply as the Season Grows.

LABOR SITUATION IS BAD

And Growing Worse All the Time; No Longer a Question of Car Supply, But One of Securing Sufficient Men to Handle the Cars Now Available.

The situation throughout the Pittsburg district in respect to the movement of freight is becoming acute again. For a while the tension was relaxed appreciably, and the railroads had begun to hope that the relief thus afforded would prove permanent, says F. A. Layman, railroad editor of the Pittsburgh Dispatch. No sooner, however, had traffic begun to move with comparative freedom in the regular channels than it doubled and trebled in volume not only nullifying whatever improvement had been effected, but rendering nugatory in large measure the carriers' plans for the future. As a result the railroads abreastous not only are heavily handicapped even while operating conditions are exceptionally favorable, but they will enter upon the third winter of traffic congestion with its inevitable cold and snows more ill-prepared to cope with adverse conditions than ever before.

It is not a shortage of cars or motive power that is threatening trouble—it is causing it already, in fact—but lack of skilled labor, a phase of the situation which Vice President G. L. Peck of the Pennsylvania Lines West makes very real in a statement just prepared by him, in his capacity of chairman of the committee on lake coal and ore shipment, for the executive committee of the Railroads' War Board relative to the movement of coal and ore, both so essential to the successful prosecution of the war. Primarily, the coal requirements of the Northwest, which must be supplied chiefly by the mines of Western Pennsylvania, West Virginia and Ohio, aggregate 29,000,000 tons, of which amount there had been moved to Lake Erie ports for transhipment to September 30, 12,544,552 tons, leaving 455,448 tons to be moved during the nine weeks of navigation remaining, or an average of 1,050,605 tons per week.

This volume was exceeded slightly during the week ended September 30, but the tonnage for that period was 2.36 per cent less than that for the week immediately preceding, an unfavorable development in itself. Meanwhile, 1,007,618 tons of ore moved from lake ports to interior furnaces, chiefly in the Pittsburg district, but even that amount was not nearly sufficient to meet their requirements, and as a consequence many of them are "down." The furnaces will require 30,000,000 tons of ore, in round figures, to tide them over till next spring, of which only 22,088,949 tons have been brought to Lake Erie docks by September 30, leaving 7,793,061 tons to be moved during the remaining weeks of open water. As in the case of the coal moving hence, however, the movement of ore either is falling off gradually, not from lack of cars, apparently, or of locomotives to haul them, but of sufficient and efficient labor to handle the traffic.

And labor conditions, according to Vice President Peck, are growing worse all the time, so that it is no longer, now, so much a question of car supply as of movement and the slow movement, while it is due, apparently, to a variety of causes, can be traced directly to labor conditions. In this connection, however, rather than developed, the railroads' payrolls appear to show about the same number of men at work in all departments as formerly, so that the trouble may not properly be ascribed to labor shortage.

In lieu of a better term, therefore, Vice President Peck describes it as "dilution" of labor, which he confesses he has borrowed from the English labor reports. It means, he explains, that while the roads have the same number of men as before, they have lost a very large proportion of their most efficient employees, the substitutes having been drawn from the only remaining available supply, which means, of course, the replacement of men skilled by years of experience in detailed work of a very intricate machine, by inexperienced hands. He doesn't assure to say in exactly how much the reduced efficiency consists, but ventures the opinion that it amounts to fully 50 per cent. If he does cite figures, though, which show that in many departments of the Pennsylvania lines west, their entire forces have been changed since the beginning of the current year.

The principal cause of this "dilution" of labor, according to Vice President Peck, is the high scale of wages established by industries located in districts served by the Eastern railroads. This, however, is accentuated by the draft. Based upon the number of men already accepted for military service, it is estimated that upwards of 15,000 employees of railroads operating in the territory between the Ohio Valley and the lakes will have been called to the colors by the first draft. This will have to be multiplied by three within a year should the government call for 2,000,000 men during that period, which, it is understood it will. It happens that a large proportion of those men are of classes required for the maintenance and operation of the railroads such as trackmen, trainmen, brakemen, telegraph operators, etc., many of whom have been drawn already because of their low average ages and the further fact that they had been selected for their railway employment because of their physical fitness.

The effect of the actual shortage on any properties held by speculators.

railroad operation is indicated by the fact, as shown by the statement of Vice President Peck, that it is impossible to maintain currently a full force of car droppers in some of the large classification yards in the industrial districts, notably the Pittsburg district, and this is only another of the difficulties which confront the roads in their attempts to move promptly the enormous volume of traffic now being offered them. During the past week, inquiry developed, yard operations were slowed down appreciably from this cause and at times it had been with the utmost exertion only that the yards have been kept going at all. This, of course, is an unprecedented situation and the effect of the introduction of inexperienced men into such an intricate organization as that required for the operation of a large classification yard has been to retard all traffic.

The policy of the railroads, in the circumstances, has been to await the result of the full draft before asking exemptions, but if the Eastern lines are to continue to perform their full functions as the principal arteries for supplying the primary base of operations for the entire conduct of the war, both for this country and its allies, a different one will have to be adopted and that right soon. At this time the railroads of the Pittsburg district are handling a greater tonnage than ever before in their history, despite all the handicaps with which they are weighted down. Moreover, the volume of traffic is increasing fast and will, according to the expectations of the railroads, continue to increase commensurate with the expanding requirements of the government. Many of the latter, however, are declared to be dependent upon a further expansion of facilities or a further improvement in the labor situation on the roads in question, both of which contingencies appear to be remote. The carriers operating into the Pittsburg district to Uniontown in Monongahela Railway to state line, etc.; below state line to Fairmont, W. Va.

The Connellsville Rate applies to shipments from points on the South-West Branch of the Pennsylvania railroad south of Ruffsdale; from points on the Pittsburg, Virginia & Charleston and points on the Monongahela River railroad.

To ATLANTIC PORTS via P. R. R.

St. George Coal Pier.....

St. George for Export.....

Philadelphia Coal Pier.....

Philadelphia for Export.....

Curtis Bay Pier.....

Curtis Bay for Export.....

To ATLANTIC PORTS via P. & C.

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Harsimus Cove.....

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